

JEROME ORDERED TO SHOW CITY RAILWAY BOOKS

Deputy Attorney-General Gets
Court to Give Him
Records.

MAY GRILL VREELAND,
Justice Davis Asked to Admit
Testimony Given by Him
to Grand Jury.

Supreme Court Justice Davis, in Special Term, took under advisement a proposition to admit the testimony given before the Grand Jury by President H. H. Vreeland relative to the Metropolitan Securities Company's identification with the financial government of the New York City Railway Company, when the third day session of Attorney-General Jackson's suit to dissolve the latter company began today.

The decision followed a discussion in which District Attorney Jerome, Paul D. Cravath and H. L. Lamburg, appeared. When Mr. Lamburg sought to introduce Mr. Vreeland's testimony given before the Grand Jury, which is now in the custody of Mr. Jerome, Mr. Cravath insisted that such evidence in a civil suit is not permissible, particularly when the prosecution has called Mr. Vreeland to testify.

Jerome Must Show Books.
Mr. Jerome declared his indifference to surrendering the evidence. After half an hour's discussion, during which Mr. Cravath characterized the move as an "astounding proposition" and an "unheard-of theory," Justice Davis accepted briefs, and District Attorney Jerome was ordered to produce the vouchers, books and ledgers of the Metropolitan Securities Company now in his possession.

Andrew W. McLintock, who heads a staff of ten electrical engineers sent by the Public Service Commission last November to examine the physical properties of the company's equipment, and reports showed the equipment to be unreliable, due to lack of proper maintenance.

A long inquisition by Mr. Lamburg brought out many reasons why the traveling public has frequently been subjected to delays on surface lines owing to track equipment running off, wheels going flat, and controllers bearing up.

Mr. McLintock concluded his direct testimony by saying that personally he found three-fourths of fifty cars he examined defective, but later admitted that these defects might have developed in two or three months.

On cross-examination his personal knowledge of findings was very meagre. As chief of the corps who were expected to learn way breakdowns, he failed to help the prosecution in seeking what his peers and himself were supposed to have found as defects. Mr. McLintock knew of a shortage of 20 cars following the burning of two car barns in 1907.

The engineers spent thirty days examining the physical properties of the City Railway Company. The reports of the engineers are contained in a 600-page pamphlet, City Clerk, Simpson Hamberger, City Clerk, stated that the engineers are two years behind, and more than 1,000 suits are pending against the company.

H. W. Brown, who admitted that the sums required for damage suit defenses were greater than the reserve for that purpose, said that an overpayment of \$1,000 was credited as an asset instead of a liability, "where it rightfully belonged," he said.

An item called a "reserve" and credited as an asset, of \$1,000, was expended to operate at a loss. Mr. Brown's memory had to be refreshed by sharp questioning from Justice Davis and an answer made by Mr. Brown in the preliminary hearing.

His Affidavits Disagree.
Comparison of affidavits made by Mr. Brown at the receivership application and his report to a quarterly report to the Railroad Commission for July, August and September of 1906, showed discrepancies. His affidavit gave a profit of \$17,504. The report showed a deficiency of \$160,000. Mr. Brown reluctantly admitted that the former took in the operating expenses of the company and its leased lines; the latter included the expenses of the lines, the stock of

Help Wanted To-Day!
As advertised in The Morning World's Want Directory.
THURSDAY, MARCH 5, 1908.

Addressers	4	Housework	106
Agents	4	Ironers	10
Bakers	8	Janitors	10
Bookbinders	4	Janitresses	8
Bookkeepers	2	Ladies' Tailors	2
Boys	11	Milliners	1
Brassworkers	1	Machinists	2
Butchers	6	Managers	2
Cabinet Makers	1	Motormen	1
Cashiers	6	Maiden	1
Carpenters	11	Milliners	18
Cashiers	8	Nurses	9
Chambermaids	17	Operators	48
Chad	8	Painters	10
Collectors	5	Photographers	1
Compositors	6	Printers	2
Cooks (Male)	5	Plumbers	1
Cooks (Female)	5	Porters	6
Cutlers	4	Pressmen	10
Dressmakers	28	Presmen	2
Dumplings	8	Saladettes	5
Drummers	1	Salesmen	1
Drivers	9	Seamstresses	1
Drug Clerks	4	Shipping Clerks	1
Elevator Runners	1	Sid: Hand	1
Emersons	1	Stablemen	1
Engineers	1	Stenographers	6
Farm Hand	1	Tailors	6
Feeders	7	Trimmers	7
Finisher	1	Upholsterers	3
Firemen	1	Waiters	8
Gardener	1	Watchmen	1
Girls	22	Miscellaneous	319
Hammer-Makers	3		
Total			919

The World printed 919 Help Ads. to-day, 507 more than all other New York papers combined.

which was principally held by the defendant company.
"Did you not know that Judge Seabury did not have those quarterly reports when you made that affidavit?" was asked.
"No, I didn't."
A gross total in operating deficit on the New York City Railway Company's books of \$1,085,000, on Sept. 30, 1906, was placed in evidence by Mr. Lamburg. The collateral paper losses at which the company operated its lines increased to \$1,085,000, on June 30, 1907, \$1,085,000, on June 30, 1908, \$1,085,000, on June 30, 1909, \$1,085,000, on June 30, 1910, \$1,085,000, on June 30, 1911, \$1,085,000, on June 30, 1912, \$1,085,000, on June 30, 1913, \$1,085,000, on June 30, 1914, \$1,085,000, on June 30, 1915, \$1,085,000, on June 30, 1916, \$1,085,000, on June 30, 1917, \$1,085,000, on June 30, 1918, \$1,085,000, on June 30, 1919, \$1,085,000, on June 30, 1920, \$1,085,000, on June 30, 1921, \$1,085,000, on June 30, 1922, \$1,085,000, on June 30, 1923, \$1,085,000, on June 30, 1924, \$1,085,000, on June 30, 1925, \$1,085,000, on June 30, 1926, \$1,085,000, on June 30, 1927, \$1,085,000, on June 30, 1928, \$1,085,000, on June 30, 1929, \$1,085,000, on June 30, 1930, \$1,085,000, on June 30, 1931, \$1,085,000, on June 30, 1932, \$1,085,000, on June 30, 1933, \$1,085,000, on June 30, 1934, \$1,085,000, on June 30, 1935, \$1,085,000, on June 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